

United States Department of the Interior
National Park Service**National Register of Historic Places Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of PropertyHistoric name: The Central Manufacturing District: Pershing Road Development Historic District

Other names/site number: _____

Name of related multiple property listing: N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. LocationStreet & number: The south side of West Pershing Road from 1831 to 2245, and 1950 W. Pershing RoadCity or town: ChicagoState: IllinoisCounty: CookNot For Publication: ☐Vicinity: ☐**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national ___statewide ___local

Applicable National Register Criteria:

___A ___B ___C ___D

Signature of certifying official/Title:_____
Date_____
State or Federal agency/bureau or Tribal Government

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Road Development Historic District

Cook County, Illinois

Name of Property

County and State

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

State or Federal agency/bureau
or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

☒

Public – Local

☐

Public – State

☐

Public – Federal

☐

Category of Property

(Check only **one** box.)

Building(s)

☐

District

☒

Site

☐

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Structure

☐

Object

☐

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing

17

Noncontributing

0

buildings

1

0

sites

0

0

structures

0

0

objects

18

0

Total

Number of contributing resources previously listed in the National Register N/A

6. Function or Use Historic Functions

(Enter categories from instructions.)

INDUSTRY/PROCESSING/EXTRACTION: MANUFACTURING FACILITY

PROCESSING SITE

INDUSTRIAL STORAGE

TRANSPORTATION

RAIL-RELATED

Current Functions

(Enter categories from instructions.)

INDUSTRY/PROCESSING/EXTRACTION: MANUFACTURING FACILITY

PROCESSING SITE

INDUSTRIAL STORAGE

TRANSPORTATION: ROAD-RELATED

VACANT/NOT IN USE

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND 20TH CENTURY REVIVALS

CLASSICAL REVIVAL

LATE GOTHIC REVIVAL

MODERN MOVEMENT

ART DECO

OTHER

Materials: (enter categories from instructions.)

Principal exterior materials of the property:

Red Brick

Terra Cotta

Glazed Brick

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Pershing Road Development Historic District is an outgrowth of the Central Manufacturing District (CMD), one of the nation's first planned industrial districts that emerged in the beginning of the 20th century. Located about six miles southwest of the Loop, the District is within Chicago's residential New City/McKinley Park Community Areas, largely along the south side of Pershing Road from Hermitage Avenue to the western lot line of 2245 West Pershing Road. The District is comprised of 77 acres with one contributing site, seventeen contributing, and zero non-contributing buildings; sixteen of the resources within this linear corridor face Pershing Road and one facing Leavitt Street. The period of significance is from 1917, the date of the oldest properties to 1965, the fifty year cutoff for significance for the National Register.

Narrative Description

The Pershing Road Development Historic District was ideal for the CMD based on the availability of a large expanse of land outside of the city center, proximity to the main east-west beltway of the Chicago Junction Railway, and accessibility to a large, working-class population.

With the exception of the original post office on the northeast corner of Damen Avenue and Pershing Road, the buildings in the District are along the south side of Pershing Road.

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The areas north and west of the district are largely residential. McKinley Park is across Pershing Road at the northwest border of the District and the Chicago Boulevards are just two blocks from the western border. The area to the south and east are industrial, with the Union Stockyards running behind the buildings and the CMD's Original East District two blocks east of the District on the north side of Pershing Road. The majority of the properties in the district abut the sidewalk and are set back from the street about 10 feet. Most of the right-of-way is grass with immature trees spaced about 10 feet apart; the right-of-way between Hermitage Avenue and Wolcott is paved with planting areas set aside for trees about 10 – 12 feet apart. Mid-way through the District, parking areas and open green space are on either side of the property at 2011 W. Pershing Road which provide a break in the continuous line of buildings. Narrow streets and/or alleys run between most of the buildings. Behind the District are additional parking and loading areas for trucks. There are railroad lines about 250 feet behind the district, with mostly open space between them.

The buildings in the District, like those in the Original East District, followed a uniform design and standard building types that used systematized construction, offset by different exterior treatments. Each building reflects its construction date based on the architectural details found in the base course, window sills, cornices, coping, piers, towers, and entrances. During the development of the Pershing Road Development Historic District, styles such as Classical Revival, Late Gothic Revival, and Mid-Century Modern were used to detail each of the District's buildings. Form responded to the technical and production requirements of the time and exterior treatments used historical or non-referential decorative motifs. With the exception of the property at 2017-2021 W. Pershing Road, all of the buildings are faced in red brick with terra cotta or limestone details.

Most of the properties in the District have characteristics of architectural styles; there are also three primary industrial building types: the multi-story industrial loft, the industrial terminal, and the incubator. Today, the Pershing Road Development District remains intact and appears much as it would have looked when fully developed at the end of the period of significance. The District retains a high degree of integrity making it eligible for listing on the National Register of Historic Places. The majority of the properties are intact and those have sustained little if any exterior modifications. Most alterations that did occur that are visible from the street are window and door changes.

The original boundary of the District ran from Ashland Avenue to Western Boulevard. The Pershing Road Development Historic District current boundary reflects the minor changes to the building stock. The eastern boundary begins at Hermitage Avenue -- two blocks from Ashland -- to exclude the demolition of a warehouse located at the intersection of Ashland Avenue and Pershing Road and the comparatively small cluster of buildings north of Pershing Road between Paulina and Hermitage Avenue. The warehouse was constructed for temporary uses and was demolished by the CMD. The current western boundary excludes the properties at 2323 W. Pershing Road, historically the Rexall Drug Company (1951) and the United Drug Company (1941); these buildings have been recently converted to residential use and no longer convey an industrial feel. Within the boundaries of the District, the original Architect's Office was demolished by the CMD to build the current building constructed in 1946, during the period

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of significance (1917-1965), at 2017-2021 West Pershing Road, which served as Abraham Epstein's architectural office. Another demolished historic resource was the original CMD Power Plant, which was torn down after 1986.

Since for years the CMD was responsible for street improvements, landscaping, and utilities, and the CMD took responsibility for maintaining the outdoor public spaces, the District setting has experienced little change. The private switch tracks between the buildings with direct connections to principal lead and yard tracks of the Chicago Junction Railway are not in operation and some have been demolished or paved over, but those that remain are a significant part of the built landscape of the district.

The following are descriptions for each of the existing contributing resources including their historic building name, address, date of construction, architect/builder, primary architectural style, and building type as identified above. Listed addresses correspond to the addresses found on Cook County's Map Application.

Note: The Pershing Road Development Historic District has six industrial terminals. It is believed that many of the individual company buildings were the industrial terminals (Buildings No. 2, 10,11,12,13, and 14 below), due to being constructed after the industrial loft had fallen out of favor, but can only be determined through the investigation of the interiors.

1. The U.S. Quartermasters Depot (Industrial Loft)
1831 West Pershing Road

The United States Quartermasters Depot was built in 1918 for manufacturing and storage and designed by architect Samuel Scott Joy. The building is three identical industrial lofts, each six stories and a basement in height and 263' wide by 325' deep. Each unit is clad in red brick with Late Gothic Revival terra cotta details. The building is fifteen-bays wide, with a clearly expressed structural frame and industrial steel windows. The end bays serve as corner towers. There are three portals that lead to the rear of the building, the central portal is emphasized by terra cotta piers and a pointed arch. There are flanking portals in segmental arches in the base of each tower. The building is detailed with stucco spandrels, terra cotta string courses, sills, coping, bulkhead, crenellated parapet, and trim on piers and tower windows. The United States emblem of an eagle clutching arrows and an olive branch adorns the entrances. The original industrial steel windows have been replaced in the west unit.

1a. On the rear of the west unit there are two buildings built by the CMD between 1933-1950, based on available maps of the District. Historically, these buildings served as support buildings to the main warehouses by functioning as additional loading docks and storage. The first building is located at the end of South Wood Street between the west and center unit. It is one-story, roughly 150' wide by 150' deep, clad in red brick with limestone window lintels, sills, and coping and served as additional storage space.

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1b. The second building is located at the southeast corner of the west unit. It is also one-story, roughly 90' wide by 100' deep and clad in red brick with a stucco bulkhead, and terra cotta coping tiles. The west and east facades are solid brick without any fenestration openings. The east façade has one door, centered on the façade. The north façade is curved to accommodate multiple loading/unloading docks. Historically, this building and the west unit of the U.S. Quartermasters Depot were not connected, but today the two buildings are connected by a hyphen at the southeast corner of the U.S. Quartermasters Depot.

2. Goodyear Tire & Rubber Co. (Industrial Terminal)
1903 West Pershing Road

The Goodyear Tire & Rubber Co. Building was constructed in 1922 for manufacturing and storage uses. The building was designed by Samuel Scott Joy and built by contractor E.W. Sproul. It is six stories in height and 263' wide by 163' deep. The building is clad in red brick with Late Gothic Revival terra cotta details. The façade consists of twelve symmetrical bays bookended by corner towers with crenelated parapets and adorned with the Goodyear Logo in terra cotta. Each bay is divided by a brick pilaster which terminates at an oversized terra cotta shield. The front entry surround is detailed in terra cotta gothic tracery. The windows on the first and second floors are replacements and other windows are boarded up. On the west elevation a modern one-story addition was built, construction date unknown. The addition mimics the architecture in the District by using a red brick veneer for the façades, limestone window lintels and sills, and a pointed arch in the center of the parapet.

3. Chicago Junction Freight Station Units "E" and "F" (Industrial Loft)
1869 West Pershing Road

Chicago Junction Freight Station Units "E" and "F" were constructed in 1926 and were the last two of six freight stations and industrial lofts located in the Pershing Road Development of the Central Manufacturing District. These units also served manufacturing and transportation uses like their counterpart Units "A" through "D". While similar to Units "A" through "D" designed by architect Samuel Scott Joy, these last two units were design by Abraham Epstein. Units "E" and "F" are six stories in height and 275' wide by 275' deep. They are exactly half of the size of Units "A" through "D" with a similar plan. A one-story freight dock connects the base of the six-story, seven bay wide building and a hyphen connects the upper floors while allowing for a one-story underpass through the buildings. The units are also clad in red brick with Classical and Late Gothic Revival terra cotta details. Unlike their counterparts, there are no vertical piers between the corner towers, creating an uninterrupted horizontal band of windows and concrete spandrels.

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4. Chicago Junction Freight Station Units "A" through "D" (Industrial Loft)
1935 and 2027 West Pershing Road

The Chicago Junction Freight Station Units "A" through "D" are the first four freight stations and industrial lofts located in the CMD and served as manufacturing and transportation centers. These first four units were constructed in 1917 and designed by architect Samuel Scott Joy and built by contractor E.W. Sproul. Each unit is six stories in height and seven bays wide, approximately 950' wide by 313' deep. A hyphen connects the upper floors while allowing for a one-story underpass through the buildings. The buildings are clad in red brick with Classical and Late Gothic Revival terra cotta architectural details. The units are rectangular in plan on the first floor and include docks along the West Pershing Road frontage. The second through sixth floors have courtyards separating each building. Each unit is identified by a terra cotta letter, "A" through "D" on its end tower bay parapet. Overall, the plan creates four towers connected by a common base and rear corridors.

5. Central Manufacturing District Inn/ U.S. Post Office Station "C" (Governmental)
1950 West Pershing Road

The United States Post Office Station "C" was built in 1923 and also housed the Central Manufacturing District Inn. The building was designed by Samuel Scott Joy and built by contractor E. W. Sproul. It is one-story in height, five bays across and is 80' by 80' square. The building is clad in red brick with Late Gothic Revival detailing in white terra cotta. Terra cotta detailing includes coping, bulkheads, gables over the main entry and along the parapet, and terra cotta ornamentation along the parapet. The double-sash windows and front entrance doors are anodized aluminum and are replacements in the original openings and windows along the west façade have been bricked in.

6. Central Manufacturing District Tower Building (Water Tower)
2001 West Pershing Road

The Central Manufacturing District Tower Building was constructed during the summer of 1917 and served as the main water source for the District. The Tower Building was designed by architect Samuel Scott Joy and built by contractor E.W. Sproul. The tower is eleven stories in height and 50' wide by 38' deep. It is clad in red brick with Late Gothic Revival terra cotta architectural details. The tower has an elaborate terra cotta portal with Gothic detailing. The shaft has large industrial steel windows flanked by a single window on each side. Near the top of the tower there is a terra cotta string course with terra cotta decorative panels stemming from it. Above that there is a larger clock set inside a large segmented arch window that has lancet mullions.

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7. Architect's Office (Office Building)
2017-2021 West Pershing Road

The Architect's Office was built in 1946 by the CMD for the firm of A. Epstein, the District Architect. The building is a Mid-Century Modern office building clad in cream, yellow, blue, and red glazed brick. It is two stories in height, with a cantilevered second story and measures 185' wide by 125' deep. The main entry is offset for the center of the building and deeply recessed, emphasized with a green space adjacent the entry stairs and ramp. The first floor emphasizes the vertical with full height windows, while the second story emphasizes the horizontal with a continuous band of windows.

8. U.S. Cold Storage Co. (Office Building)
2055 West Pershing Road

An additional United States Cold Storage Co. Building was constructed in 1948, directly to the east of the original building and also designed by architect Abraham Epstein. The building is rectangular in plan, two stories in height, and measures 150' wide by 55' deep. It has minimal detailing including a terra cotta main entry door surround, stringcourse, and coping. The parapet roof is arched in the center of building, which is aligned with the arched entry surround.

9. U.S. Cold Storage Co. (Industrial Loft)
2055 West Pershing Road

The United States Cold Storage Company Building was constructed in 1920 and designed by architect Abraham Epstein for storage uses. The building is six stories in height and 313' wide by 475' deep. It is clad in red brick with Late Gothic Revival terra cotta architectural details. The buildings front elevation has eleven bays including corner towers. The spandrels are slightly arched with terra cotta devices on the piers. The main entry is trimmed in terra cotta and identified by a terra cotta "U", "S", and a terra cotta detail of an eagle. There are no windows on the main building with the exception of four on the front façade, one on the first floor directly west of the main entry and three windows directly above on the second floor. The entire building is trimmed with a terra cotta cornice. The building is flanked by one and half-story wings on the east and west elevations. Some of the original windows have been bricked in.

10. Cheek Neal Coffee Co. (Industrial Terminal)
2139 West Pershing Road

The Cheek Neal Coffee Co. Building, later Standard Brands, Inc., was built in 1927 and designed by architect Abraham Epstein for manufacturing uses. The building is six stories in height and five bays wide including two corner towers, making it 125' wide by 500' deep. It is clad in red brick with steel industrial windows and Late Gothic Revival terra cotta detailing. A projecting terra cotta lip outlines the parapet. In the spandrels of the corner towers, brick is laid in

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alternating header and stretcher courses. The main entry surround is a Gothic arch detailed with Gothic finials and quatrefoils and the entry transom detailed with Gothic tracery. The building was expanded with a red brick addition by the 1950s. The addition is five bays wide and three stories in height with no ornamentation.

11. A.P. Butter Warehouse (Industrial Terminal)
2145 West Pershing Road (located on the rear of 2159 West Pershing Road)

In 1934, the A.P. Butter Warehouse was constructed on the rear of the site, which also houses the Albert Pick & Co. Building and was also designed by A. Epstein. The building is two stories in height and measures 125' wide by 175' deep. It is clad in red brick with Late Gothic Revival detailing in terra cotta. The design is similar to other buildings in the district with a nine bay wide elevation with end bays as corner towers. The building expresses vertical emphasis with piers with the horizontal in windows. Terra cotta details include string courses, coping, sills, bulkhead, pier capitals, and pointed arch main entry.

12. Albert Pick & Co. (Industrial Terminal)
2159 West Pershing Road

The Albert Pick & Co. Building was constructed in 1936 for manufacturing and storage uses. The building was designed by architect Abraham Epstein as an industrial terminal, clad in red brick with Classical Revival terra cotta architectural details. It is six stories in height and 125' wide by 275' deep with a clearly defined structural frame. The building has a symmetrical six bay elevation including two corner tower bays with pairs of tall, narrow industrial steel windows. The inner four bays are perforated with horizontal window openings. Scale, materials, colors, and structural emphasis on the vertical is identical to other buildings in the district, but details are individualized, being more restrained and derived from Classical prototypes. Architectural details include terra cotta sills, main entry surround, coping, sixth floor lintels, and bulkhead.

13. Westinghouse Electric & Manufacturing Co. (Industrial Terminal)
2201 West Pershing Road

The Westinghouse Electric & Manufacturing Co. Building was constructed in 1922 for manufacturing and storage uses. The building was designed by Samuel Scott Joy in the Late Gothic Revival style. It is six stories in height and measures 331' wide and 138' feet deep. The building is clad in red brick with terra cotta architectural details. It has eleven bays including corner towers. The main entry is red brick with terra cotta trim and topped with a terra cotta entablature, which reads "Westinghouse Electric". The building is detailed with a terra cotta string course, which separates the base from the upper floors. It is similar in massing, materials, and style to other buildings in the district, but with slightly different design elements. For example, the corner towers have two small windows until the top floor where the windows fill the entire spandrel compared to other buildings where corner towers has long, narrow windows or no windows at all. A four-story addition was added to the rear façade in 2005.

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14. L. Fish Furniture Co. (Industrial Terminal)
2225 West Pershing Road

The L. Fish Furniture Co. was built in 1923 and is the only building in the Pershing Road Development to be designed by architect A.S. Alschuler and built by contractor R. L. Wilson and Co. The building is six stories in height and 125' wide by 500' deep. It is clad in red brick with terra cotta Classical Revival details. Pilasters terminated by terra cotta ornament divide the six bays. Spandrels on the top floors are arranged in a checkerboard pattern. The original door is framed by fluted terra cotta pilasters and topped with a terra cotta entablature, which reads "L. Fish Furniture Co.". Double-sash replacement windows are in the original openings.

15. Sherman Paper Products Co. (Three-Bay Central Monitor Building)
2245 West Pershing Road

The Sherman Paper Products Co. Building was constructed in 1952 as a three-bay, central monitor building and is the only building of this type in the Pershing Road Development. This building type was used by the CMD in its first district, the Original East District more frequently. The building was designed by A. Epstein & Sons in the Mid-Century Modern style and built by contractor Roy G. Poirot. It is one-story in height and roughly 230' wide by 290' deep. The building is clad in red brick with a terra cotta bulkhead and limestone projecting main entry surround. The design emphasizes the horizontal with a continuous band of windows in each bay, along the front façade. The original windows have been replaced.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

☒

A. Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐

B. Property is associated with the lives of persons significant in our past.

☒

C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐

D. Property has yielded, or is likely to yield, information important in prehistory or history.

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Criteria Considerations

(Mark "x" in all the boxes that apply.)

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE

INDUSTRY

Period of Significance

1917-1965

Significant Dates

N/A

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

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Architect/Builder

Alfred S. Alschuler
Samuel Scott Joy
Abraham Epstein
E.W. Sproul
Roy G. Poirot

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Pershing Road Development Historic District is locally significant and eligible for listing in the National Register of Historic Places under Criteria 'A' for Industry and 'C' for Architecture. The Pershing Road Development is one of the six tracts of land that make up the Central Manufacturing District (CMD). The CMD, founded in 1902 by F. H. Prince and A.G. Leonard, was one of, if not the first, full service, industrial real estate development in the United States and remained in operation as late as the 1980s.² The land for the Pershing Road Development, mostly located in Chicago's New City Community Area, was acquired by the CMD trustees in 1916 to allow for further development that the Original East District (OED) could not accommodate. Located on the blocks just southwest of the OED, the Pershing Road Development is roughly bound by Western Boulevard to the West, Pershing Road to the north, Ashland Avenue to the east, and the Union Stockyards to the south. By 1931, the CMD encompassed 900 acres of land divided into six tracts which formed an east-west beltway along the Chicago Junction Railway: the Original East District, Pershing Road Development, Kedzie Development, Crawford Development, 43rd Street, and Calumet Development.³ The Pershing Road Development Historic District is 77 acres with one contributing site, seventeen contributing, and zero non-contributing buildings. The period of significance is from 1917, the date of the oldest properties to 1965, the fifty year cutoff for significance for the National Register.

² Stockwell, Clinton E. "Central Manufacturing District." Central Manufacturing District. January 1, 2005. Accessed February 6, 2015. <http://www.encyclopedia.chicagohistory.org/pages/785.html>.

³ The Central Manufacturing District of Chicago. *"Junction Railway Service;" A Statement Addressed to Executives*. Chicago, Ill.: Central Manufacturing District, 1932.

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Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The Central Manufacturing District: America's First Industrial Park

The CMD, considered to be the country's first industrial park, was a comprehensively planned industrial community which accounted for traffic patterns, forms of shipment, and established land use controls on setbacks, lot sizes, landscaping, and functions, as well as ongoing management to protect the investment of the developers and tenants and to ensure maintenance of an attractive and well-functioning district. The CMD also offered site planning, construction, financing, and direct freight shipment. These incentives allowed for cheaper land, lower taxes, direct freight service, centralized location, better layouts for industrial use, proximity to complementary manufacturers, and financial incentives that drew manufacturers to the CMD.

Founded in 1902 by F. H. Prince, president of the Chicago Junction Railway⁴ and A.G. Leonard, president of the Union Stock Yards Company, the CMD was an experiment in a response to economic and geographic pressures in Chicago's Central Business District, including rising land values and the expansion of manufacturing activities, as well the availability of labor and wage prices, scope and evolution of markets and suppliers, political and social pressures, and the geographical constraints of the city. The Chicago Junction Railway saw the formation of the CMD as an opportunity for the railway to increase its share of freight traffic in the competitive Chicago market and to protect rail frontage through the control of the yards and trackage, as well as for active development.

At the turn-of-the-twentieth-century many industrial businesses were being pushed out of Chicago's downtown area by increasingly dense commercial development there. Prince saw a tremendous opportunity to gather these fleeing businesses around Chicago Junction Railway's tracks. In 1902 the railway began improving the land - previously occupied with old cabbage patches and disused lumberyards - with \$20 million worth of building, infrastructure, facilities, and landscaping.⁵

The first building to be constructed by the Trustees of the "Central Manufacturing District Lands" was the United States Leather Company on Morgan Street in November of 1905. Between 1905 and 1908 an additional six construction projects including the Spiegel, May, Stern Company building designed by A. S. Alschuler, were built. By 1908 Prince had purchased over 240 acres of undesirable land, which became known as the Original East District, on the southwest side of the city, north of the stockyards, along West 35th Street between South Morgan Street and South Ashland Avenue⁶ with plans to develop it in order to attract more

⁴ The Chicago Junction Railway was the consolidation of nine smaller railroads which were primary financial backers for the construction of the Chicago Union Stock Yard

⁵ Alexander, Frances Porter. *The Making of the Modern Industrial Park: A History of the Central Manufacturing District of Chicago, Illinois*. Washington, D.C.: George Washington University, 1991.

⁶ Ibid, p. 7-15.

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shipping customers to his small railway. By 1912 there were 25 companies in the Original East District including Westinghouse, Albert Pick & Company, and the William Wrigley Company.

That same year, the CMD built its own office building at 1108 West 35th Street that housed the CMD Bank, the CMD Club, a Wells-Fargo Express Co. office, the District architectural department, and a Western Union office.⁷ By this time, on-staff architects and engineers were hired to develop a comprehensive design of the entire tract including streets, utilities, drainage systems, landscaping, and streetlights, as well as economical site configurations, each of which was to be served by a switch track of the Chicago Junction Railway.

As 1915 and the first ten years of the CMD were drawing to a close, the majority of the East District had been rehabilitated with new streets, landscaping, and buildings, with Chicago Junction rail lines running directly to every plant in the district, and was thriving.⁸ The District continued to see steady growth with increased wartime demands and by 1915 there were one hundred companies located in the Original East District and the CMD saw the need to expand and purchased its first tract of land in the Pershing Road Development.

Pershing Road Development

With the continued growth of the CMD and eliminated land options in the Original East District, Trustees acquired additional land where possible. First the CMD received authority from the Chicago Plan Commission to fill in Bubbly Creek. Originally built for navigation purposes in 1869 as an arm of the Chicago River, Bubbly Creek had become an open sewer, a public nuisance, and an effective barrier to real estate improvements. With the formation of the Chicago Plan Commission in 1909 and the proposed extension of 39th Street (Pershing Road) from the forest preserves on the west to Lake Michigan on the east, the proposal to fill in $\frac{3}{4}$ of a mile of Bubbly Creek was widely accepted.⁹

The infilled land gave the CMD additional real estate in the Original East District to accommodate new companies in 1915-1916 until the Trustees could acquire an additional hundred acres along 39th Street between Ashland and Western Avenues in 1916; which by 1919 was almost fully developed. The new development went as far south to the classification yards of the Chicago Junction Railway for an average depth of 700 feet with its northeast corner meeting the southwest corner of the Original East District.¹⁰

The comprehensive plan for the development embraced the valuable experience of the District's first ten years and even included designs far advance of their time.

⁷ Ibid, p. 7-15.

⁸ Ibid, p. 7-15.

⁹ Ibid, p. 18.

¹⁰ Ibid, p. 18.

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The design for this tract encompassed the following major essentials:

- 1) A central power plant to generate and distribute steam for heat and manufacturing purposes, and electric current for light and power, thus eliminating expensive individual heating and power plants to every building.
- 2) A central sprinkler plant and tower from which water would be distributed through utility tunnels to every building for sprinklers. This also involved the construction of a massive sewer system built by the CMD from Ashland Avenue to Robey Street (Damen Avenue).
- 3) A Central Freight Station, operated by the Chicago Junction Railway Company, which would handle less than carload freight for all Chicago trunk lines.
- 4) Standardized lots, to accommodate the most economical building units, to eliminate wasted ground and to give an ideal arrangement of improvements and facilities with free accessibility.
- 5) Standardized buildings with either concrete or heavy mill construction, attractive pressed brick and terra cotta exteriors, uniform floor areas of 30,000 or 32,000 square feet per floor, individual switch tracks and driveways, ample high-speed elevators, and the most modern plumbing, lighting, heating, and sprinkler equipment. It was expected that most buildings would comprise six stories and a basement.
- 6) A comprehensive railroad track arrangement, giving private switch tracks for every building unit with direct connections to principal lead and yard tracks of the Junction, all designed to avoid congestion and to expedite the movement of freight.
- 7) Concrete traffic tunnels, sixteen feet wide and eight feet high, connecting all buildings in the new development with each other and with the Freight Stations.
- 8) Concrete utility tunnels seven feet high and six feet wide, connecting the Central Power plant with all buildings in the new district and distributing steam, water, and other utilities.
- 9) Standardized streets paved with vitrified brick, undergirded by complete water and sewer systems and supplemented by sidewalks, grass parkways, fire hydrants, and streetlights.¹¹

As 1916 neared an end, construction of the first building, the White City Cold Storage Company had begun and by March 1917 work commenced on the first units of the Central Freight Station and Loft Building. Just one month later, on April 4, the United States joined the Allies in World War I.¹²

Allies needed money, ships, supplies, and men and the CMD was well equipped to produce supplies needed to conduct war and furnished the effort generously with money and manpower. By November 1917 more than 525 officers and enlisted men were inscribed on the District's Roll of Honor.¹³

The CMD was one of the first to recognize the importance of the Home Guards, which provided military protection at home while National Guard troops were away, and organized the CMD unit of the Illinois Volunteer Training Corps under the State Council of Defense. At the same time,

¹¹ Ibid, p. 18-19.

¹² Ibid, p. 20.

¹³ Ibid, p. 20-21.

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The Commissary Department of the United States Army, forerunner of the Quartermasters Corps, had been located just north of Chicago's downtown section-without a switch track and with the war, the Department was compelled to seek a new location to supply the army with food, clothing, and equipment.¹⁴

The citywide search was narrowed to the District and the Chicago Junction, but only two buildings were available and neither were satisfactory. Lacking time to construct a building, the Trustees presented the problem to Montgomery Ward & Co. which was occupying a large warehouse on Iron Street and the River. Though the Trustees saw it as illogical to suggest Montgomery Ward & Co. to vacate the building, the company agreed to move out. The District located storage space for Ward & Co. within a few days and ten days later the Commissary Department was in possession of the building. Immediately following this transaction the CMD also secured an additional warehouse building, outside of the District but serviced by the Chicago Junction Railway, for the government to distribute medical supplies. After these transactions, the government paid close attention to the Pershing Road Development.¹⁵

By October 1917 one of the three units of the Central Power Plant, the tower building, and four of the six units of the Freight Station and Loft Building had been completed. Montgomery Ward & Co. had leased the five upper floors of an entire loft building, the north second floor driveway and the south platform and was beginning to move in when the Quartermasters Corps requisitioned one-half of this space and filled it with supplies.¹⁶

At this time the Quartermaster Corps had nearly one million square feet, but was just beginning to grow. On Dec. 11, 1917 construction work began on three bungalow warehouses for the Department at 39th Street and Ashland Avenue. As these buildings were being completed the government purchased 300,000 square feet of land on 39th Street for construction of a three-unit warehouse just west of the bungalow buildings.¹⁷

Units A and B were completed in September. In June 1918 the trustees contracted to erect a cold storage plant for the government on 39th Street opposite McKinley Park with the stipulation that the Trustees buy the building and land back at the end of the war. Armistice Day, Nov. 11, 1918, came before the building was completed. The District bought the cold storage plant and Unit C, constructed during 1919, for \$900,000. To put the building into operation the United States Cold Storage Company, under District ownership was formed.¹⁸

Units A, B, C, and D of the Central Freight Station and Loft Building were completed by October 1917 and if Units E and F had been added at that time it would have been the largest concrete building in the country exceeding 1.3 million square feet. Units E and F were not built until

¹⁴ Ibid, p. 21-22.

¹⁵ Ibid, p. 22.

¹⁶ Ibid, p. 23.

¹⁷ Ibid, p. 23.

¹⁸ Ibid, p. 23.

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1926. Unit A received its first occupants in July, just four months after ground was broken and Units B, C, D on October 1.¹⁹

Economies and construction methods made this possible. Reinforcing steel was piled in mill lengths alongside the building site and cut to proper lengths and bent to conform to plans for each day's requirements, no time was lost waiting for steel. Reserve piles of brick, sand, gravel, and cement were stored at the building. Brick laying was not started until all roof slabs were poured. These units required 2,500, 000 common brick, 1,00,000 face brick and 376 tons of terra cotta, all of this was incorporated into the structure within 24 working days. Construction plans also left large openings on each floor to enable sub-trades to work more rapidly and economically.²⁰

Between 1916-1925 dozens of companies located in the industrial terminals and loft buildings of the Pershing Road Development including:

White City Cold Storage, United States Quartermaster Corps, Pacific Packers Association, Redwood Manufacturers' Co., Central Storage and Forwarding Co., Westinghouse Electric and Mfg. Co., Fish Furniture Co., Berth Levi & Co., Montgomery Ward & Co., Cheek-Neal Coffee Co., U. S. Cold Storage Co., Goodyear Tire & Rubber Co., Auto Car Sales and Service Co., General Motors Truck Co., H. C. Knisley Co., Mason Tire & Rubber Co., Parsons Ammonia Co., Inc., A. Epstein, Illinois Felt Co., Western Materials Co., B. F. Goodrich Rubber Company Kelly-Springfield Tire Co., Mechanical Mfg. Co., The Willey Co., Inc., Union Match Co., Mickel berry's Food Products Co., Cross, Roy, Eberhardt & Harris, Radio Corporation of America, Central Poultry & Pkg. Co., Rose Packing Co., Detroit Steel Products Co., Chicago Sheet Steel Co., Chamberlain-Roome Steel Co., Central Steel & Wire Co., Central Ice Co., Central Oil & Gas Stove Co., Trumbull Electric & Mfg. Co., General Electric Co., Cline Electrical Mfg. Co., Burgess Battery Co., The Kolyno Co., Carton Belting Co., Central Blow Pipe Co., Winchester Simmons Co. of Chicago, Sherwin-Williams Co., Cold Storage Insulating & Equipment Co., Audette & Madden, Fries-Walters Co., Nash Bros., Furnaseal Mfg. Co., Steam Boiler Equipment Co., J. A. Meinhardt & Co., J. J. Mayou Foundry Supply Co., Gurley Steel Co., International Steel & Iron Co., Jones & Laughlin Steel Corp., and Midland Sales Co.²¹

On December 8, 1920 39th Street was renamed in honor of World War I General John J. Pershing and gave the name to the Pershing Road Development. In June 1922 the CMD purchased 300 acres of land in Los Angeles for development into a District. By 1925, between the three Districts in Chicago, the CMD had invested more than 50 million in nearly 200 district buildings with a floor area of approximately 15 million square feet. The railway agency was collecting over 6 million a month for the various roads connecting with the Junction.²²

¹⁹ Ibid, p. 24.

²⁰ Ibid, p. 24.

²¹ Ibid, p. 27.

²² Ibid, p. 25-26.

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Architecture in the District

The architectural designs in the District capitalized on state-of-the-art building technologies including the use of corrosion resistant metal alloys, welded framing which provided more rigid framing and reduced the problem of vibrations, air conditioning, and techniques for correcting the dusting problems of concrete floors. The District architects strived for safety and efficiency for their tenants and their workers, prioritizing adequate light and ventilation, the best fire protection, flexible floor plans, adequate power sources, and efficient loading areas.²³

Each building followed a uniform design and standard building type that used systematized construction, offset by different exterior treatments. Each building reflects its construction date based on the architectural details found in the base course, window sills, cornices, coping, piers, towers, and entrances. Form responded to the technical and production requirements of the time and exterior treatment used decorative motifs popular during the time. The buildings in the District, constructed between 1917 and 1952 show elements of Late Gothic Revival, Classical Revival, and Mid-century Modern architecture.

Classical Revival was popular in the United States from 1895 to 1945. It relied on stylistic details of the earlier Greek Revival style. The arrangement of windows and doors is formal and symmetrical, with the front door often flanked by pilasters or side lights and capped with a flat entablature, broken pediment or rounded fanlight. An example of Classical Revival in the District is the L. Fish Furniture Co. Building at 2225 West Pershing Road.

Late Gothic Revival was the most popular style in the District and was also popular in the United States from 1895-1945. The style is characterized by simpler and smoother features than those of the preceding High Victorian Gothic. Key features found on Late Gothic Revival buildings can include: pointed arches as a decorative element and as a window shape, Gothic tracery, or crenellated parapets. An excellent example of a Late Gothic Revival building in the District is the Central Manufacturing District Tower Building located at 2001 West Pershing Road.

Lastly, buildings constructed towards the end of the District's development are defined as Mid-Century Modern architecture. Mid-Century modern design dominated mid-20th century American architecture and became increasingly popular after the Second World War. Modern designers departed sharply from historical precedent and created new building forms. One of the very few examples of Mid-Century Modern architecture in the District is the Architect's Office at 2017-2021 West Pershing Road.

In the MA thesis *The Making of the Modern Industrial Park: A History of the Central Manufacturing District of Chicago, Illinois* (1991) author Frances Porter Alexander identifies three building types: the loft, the industrial terminal, and the incubator.

²³ Alexander, Frances Porter. *The Making of the Modern Industrial Park: A History of the Central Manufacturing District of Chicago, Illinois*. Washington, D.C.: George Washington University, 1991.

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The Pershing Road Development Historic District is composed of multi-story lofts faced in red brick. The industrial loft is characterized by expansive, un-partitioned open floor areas. During the development of the District, at the end of the 1910s, the loft building began to fall out of favor and the CMD introduced the industrial terminal. The industrial terminal was comprised of multiple tenants who occupied the building. The building was subdivided by movable partitions for easy adaptability and was ideal for small manufacturers who were usually excluded from the best sites near shipment stations. The CMD used the industrial terminal as a new planning tool.

It was hard to locate small businesses in a dense, industrial area and that could hamper the goals of efficiency and rational site development. With this new building type, ground space was maximized, solving land use issues for both small and large companies.

The Pershing Road Development Historic District has six industrial terminals, as well as one "incubator" building. It is believed that many of the individual company buildings were the industrial terminals, due to being constructed after the industrial loft had fallen out of favor, but can only be determined through the investigation of the interiors.

The "incubator" was another building innovation developed in the Pershing Road Development. This building was a one-story temporary warehouse believed to be near Freight Station No. 6, the exact building could only be determined through investigation of the interiors. The building was leased in sections to fledging companies at low rents. By the late 1920s twenty-three companies occupied the space and three companies were then able to move into larger plants of their own inside the District within two years making the "incubator" a success and a model building type carried over into future developments of the CMD.²⁴

Architects

With the exception of the Fish Furniture Company (2225 West Pershing Road, 1923), designed by Alfred S. Alschuler, who worked for the CMD on a periodic basis, the majority of the buildings were designed by Samuel Scott Joy and Abraham Epstein. Joy carried on the structural standardization and formal unity in design introduced by Alschuler.²⁵ In 1921 Joy left the CMD and was replaced by Abraham Epstein who in July of the same year launched a District career that would last for decades.

Epstein designed many of the buildings in later extension districts,²⁶ extending the development of uniform design from the original East District, as many buildings were faced in red brick with terra cotta, stone, or concrete ornamentation.

²⁴ Alexander, Frances Porter. *The Making of the Modern Industrial Park: A History of the Central Manufacturing District of Chicago, Illinois*. Washington, D.C.: George Washington University, 1991.

²⁵ Ibid.

²⁶ City of Chicago, Department of Zoning and Land Use Planning. "Spiegel Administration Building." Landmark Designation Report. November 4, 2010.

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Epstein also designed the Spiegel Administration Building in the Original East District at 35th and Morgan Streets, which is individually listed in the National Register of Historic Places and designated as a City of Chicago Landmark.²⁷

Conclusion

The District continued to grow into the following decades with the construction of A.P. Butter Warehouse (1934), Albert Pick & Co. (1936) United Drug Company in 1941, expansion of the U.S. Cold Storage Co. (1948), Rexall Drug Co. (1951), Sherman Paper Products (1952), and Architect's Office constructed in 1946 and the last building built by the CMD in the Pershing

Road Development. The CMD continued to manage the Original East District and Pershing Road Development, as well as adding three additional tracts of land in the City of Chicago at 47th Street and Kedzie Avenue; along Crawford (Pulaski) Avenue between Pershing Road and 47th Street; and in the Calumet Industrial Corridor along the Calumet River between 103rd and 106th Streets. The CMD also expanded outside of the City of Chicago to acquire land and form an industrial district in Itasca, Illinois, as well as outside of the state of Illinois, building the St. Charles Business Park in Phoenix, Arizona and a large industrial district in Los Angeles, California.

The innovation of the CMD was the development of large tracts that housed a multitude of diverse firms with a coordinated system of freight shipment and centralized services which are emphasized and clearly demonstrated in the planning and architectural innovations of the CMD seen in the Pershing Road Development such as the design of the "industrial terminal" and "incubator" buildings. The Pershing Road Development Historic District was also one of the first districts to fully mature and was then emulated by other industrial districts of the interwar period. The District retains excellent integrity, with a vast majority of the properties identified in the Chicago Historic Resources Survey as having an "orange" rating, being potentially significant to a historic district.

The Central Manufacturing District seamlessly managed the complex relationship between the transportation, industry, labor, and the manufacturing sectors and responded to an array of municipal and national modifications to the system of manufacturing production and distribution at the beginning of the 20th century, making it the forerunner of industrial development trends throughout the century.

²⁷ Ibid.

The Central Manufacturing District: Pershing
Road Development Historic District
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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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United States. National Park Service. "Section IV: How to Apply the National Register Criteria for Evaluation, National Register of Historic Places Bulletin (NRB 15)." National Parks Service. Accessed March 30, 2015. http://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_4.htm#district.

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____
- ☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☒ University
- ☐ Other

Name of repository: _____

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreage of Property: 77 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|----------------------------|--------------------------|
| 1. Latitude: 41°49'22.96"N | Longitude: 87°40'53.87"W |
| 2. Latitude: 41°49'24.81"N | Longitude: 87°40'29.26"W |
| 3. Latitude: 41°49'23.64"N | Longitude: 87°40'8.55"W |
| 4. Latitude: 41°49'17.46"N | Longitude: 87°40'8.99"W |
| 5. Latitude: 41°49'17.17"N | Longitude: 87°40'53.93"W |

Verbal Boundary Description (Describe the boundaries of the property.)

The south side of West Pershing Road from 1831 to 2245, and 1950 W. Pershing Road

Boundary Justification (Explain why the boundaries were selected.)

These boundaries selected are based on historical boundaries established in 1916 when the land tracts were purchased by the Central Manufacturing District for the development of the Pershing Road Development, excluding the parcel at the intersection of Ashland Avenue and Pershing Road and the parcel at Western Avenue and Pershing Road.

11. Form Prepared By

name/title: Erica Ruggiero

organization: N/A

street & number: 1222 West Victoria Street Unit 1

city or town: Chicago state: Illinois zip code: 60660

e-mail: ericaruggiero@gmail.com

telephone: 954.839.4887

date: April 10, 2015

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Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Central Manufacturing District: The Pershing Road Development

City or Vicinity: Chicago

County: Cook

State: IL

Photographer: Erica Ruggiero

Date Photographed: February 19, 2015

1 of 9.

Description of Photograph(s) and number, include description of view indicating direction of camera: View of West Pershing Road from South Damen Avenue looking east.

2 of 9.

Description of Photograph(s) and number, include description of view indicating direction of camera: Central Manufacturing District Tower looking south.

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3 of 9.

Description of Photograph(s) and number, include description of view indicating direction of camera: Central Manufacturing District Inn looking north.

4 of 9.

Description of Photograph(s) and number, include description of view indicating direction of camera: Central Freight Station Unit B, C, & D looking south.

5 of 9.

Description of Photograph(s) and number, include description of view indicating direction of camera: Central Freight Station Unit B looking south.

6 of 9.

Description of Photograph(s) and number, include description of view indicating direction of camera: Central Freight Station Unit D looking south.

7 of 9.

Description of Photograph(s) and number, include description of view indicating direction of camera: Central Freight Station Units A, B, & C looking southwest.

8 of 9.

Description of Photograph(s) and number, include description of view indicating direction of camera: View of West Pershing Road from South Leavitt Street looking east.

9 of 9.

Description of Photograph(s) and number, include description of view indicating direction of camera: View of West Pershing Road from 2225 West Pershing Road looking west.

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CMD: Pershing

Central Manufacturing District: Pershing Road Expansion Historic District
Roughly Bound by Pershing Rd, Hermitage Ave, Irving Ave., Train Tracks
Chicago, Cook County, IL

1. Lat: 41°49'22.96"N
Long: 87°40'53.87"W

2 Lat: 41°49'24.81"N
Long: 87°40'29.26"W

3 Lat: 41°49'23.64"N
Long: 87°40'8.55"W

4 Lat: 41°49'17.46"N
Long: 87°40'8.99"W

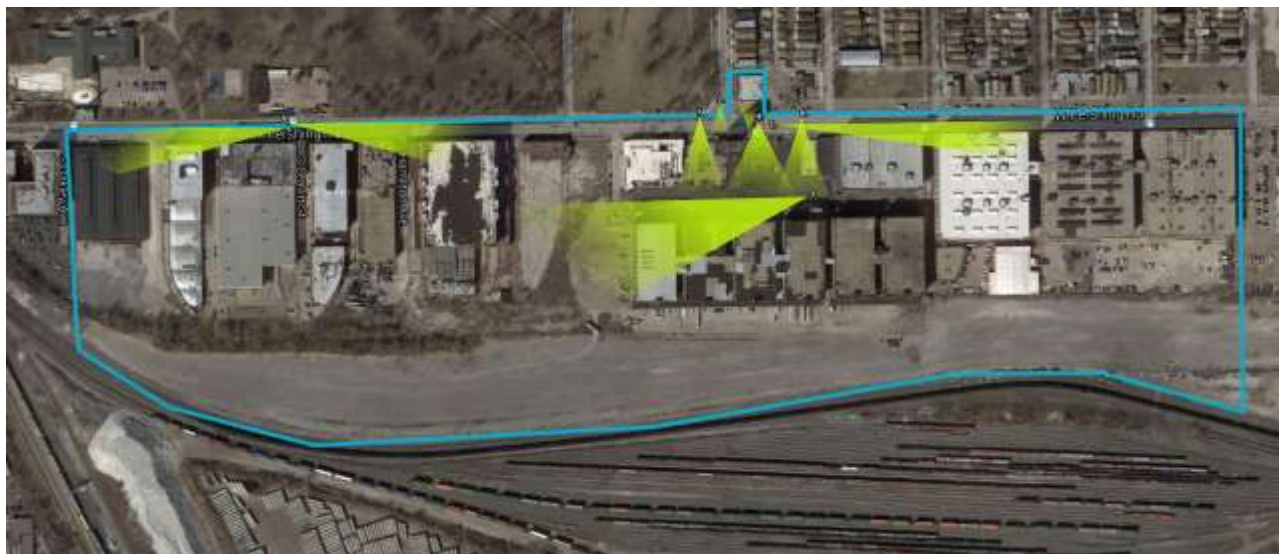
5 Lat: 41°49'17.31"N
Long: 87°40'57.35"W

The Central Manufacturing District: Pershing
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Building Key



Photograph Key

The Central Manufacturing District: Pershing
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Name of Property

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Historic Photographs

Name of Property: Central Manufacturing District: The Pershing Road Development

City or Vicinity: Chicago

County: Cook

State: IL

Photographer: The Central Manufacturing District



1 of 14.

Description: Aerial View of the Pershing Road Development looking southeast.

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2 of 14.

Description: The Chicago Quartermasters Depot looking southwest.

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3 of 14.

Description: Tower Building under construction in the summer of 1917 looking east.

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4 of 14.

Description: View looking west of the Tower Building, four units of the CMD Freight Station and Central Power Plant while being constructed in 1917.

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5 of 14.

Description: Sketch of United States Cold Storage Company Plant.



6 of 14.

Description: View of Albert Pick and Co. Building looking southeast.

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7 of 14.

Description: View of Standard Brands, Inc. Building looking southwest.

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8 of 14.

Description: Aerial View of the Pershing Road Development in 1923.

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9 of 14.

Description: View of Tower Building.

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10 of 14.

Description: View of West Pershing Road from South Hermitage Avenue looking west.

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11 of 14.

Description: View of the Tower Building looking south.

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12 of 14.

Description: Plant and Interior Views of the Westinghouse Electric and Manufacturing Company.

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13 of 14.

Description: View of CMD INN and United States Post Office, Station "C" looking north.

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14 of 14.

Description: Buildings of the Pershing Road Development.

The Central Manufacturing District: Pershing
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Historic Maps

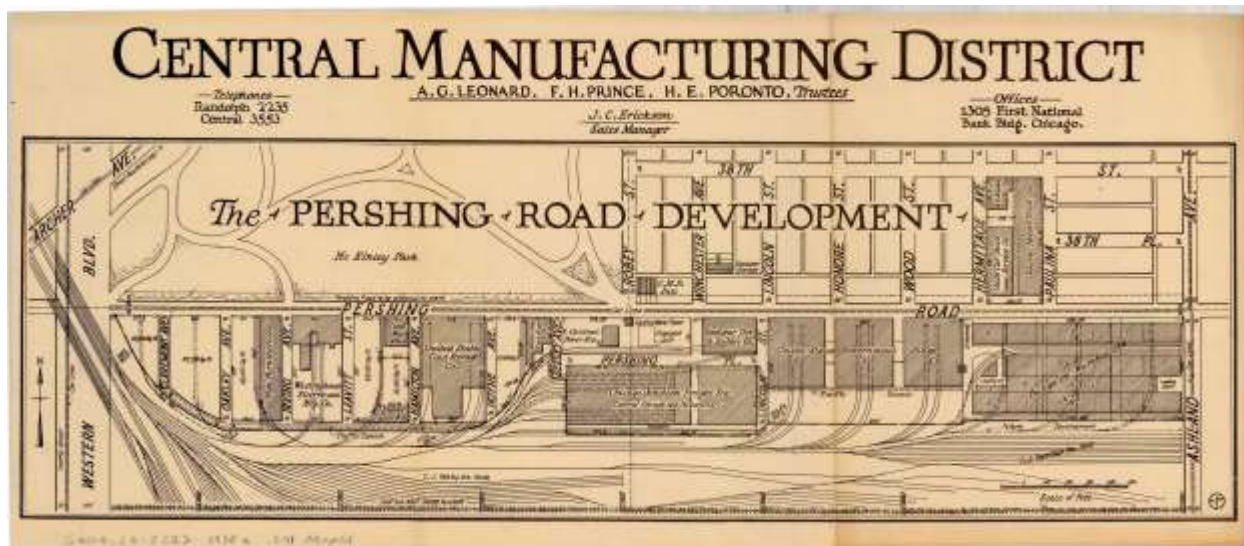
Name of Property: Central Manufacturing District: The Pershing Road Development

City or Vicinity: Chicago

County: Cook

State: IL

Credit: The University of Chicago, Joseph Regenstein Library. Note: the maps that are dated ca.1930 do not necessarily date to 1930 but were catalogued that year.

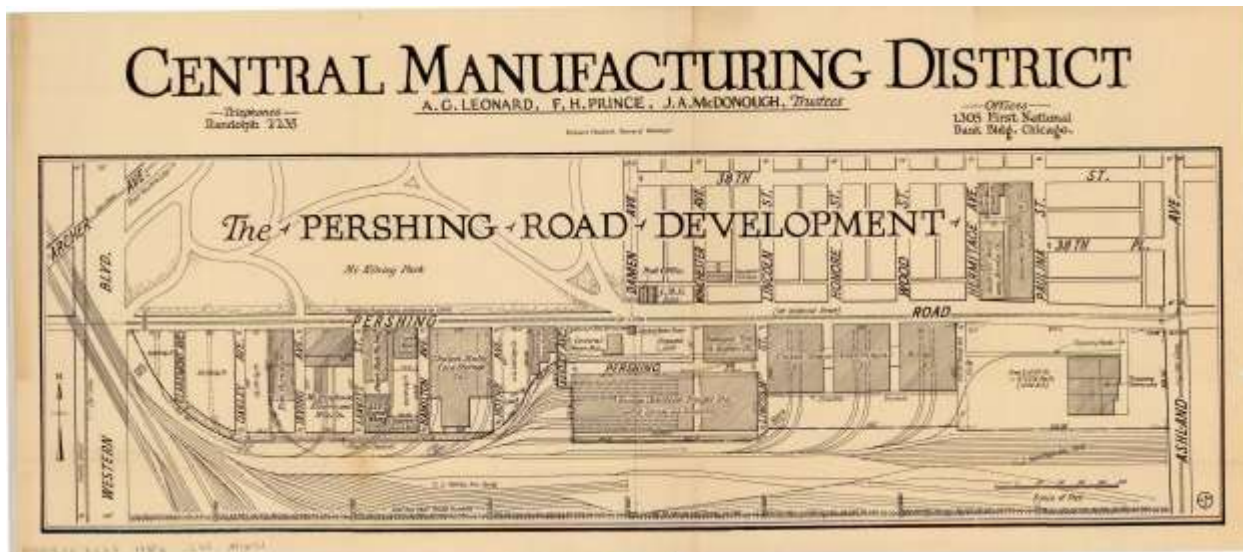


1 of 13.

Description: Map of Pershing Road Development: Pershing Road Development Historic District, ca. 1930.

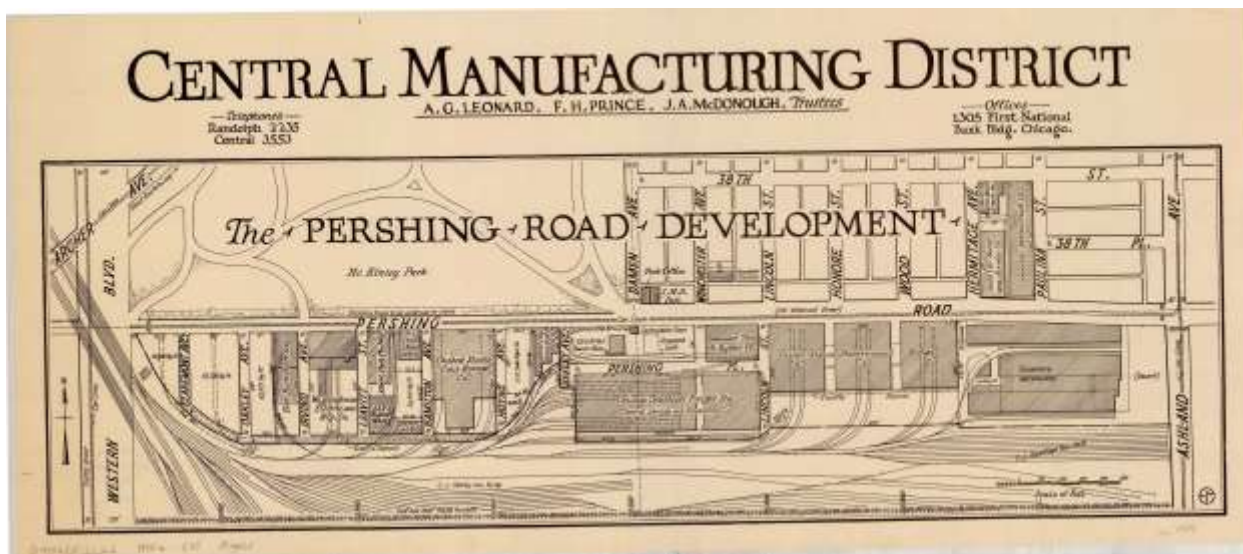
The Central Manufacturing District: Pershing
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2 of 13.

Description: Map of Pershing Road Development Pershing Road Development Historic District, ca. 1930.

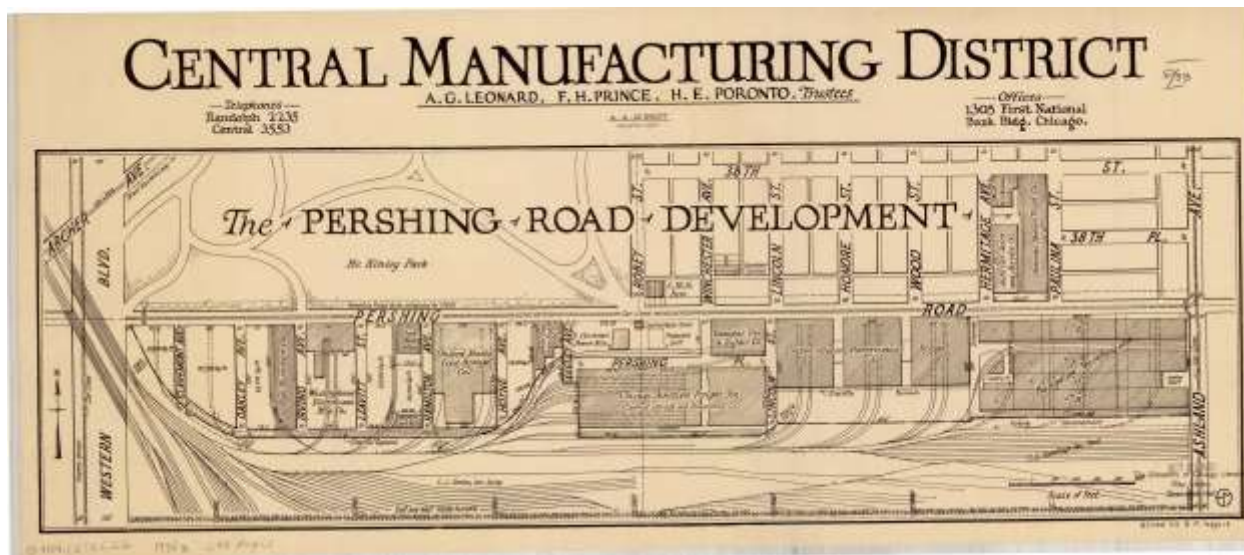


3 of 13.

Description: Map of Pershing Road Development Historic District, ca. 1930.

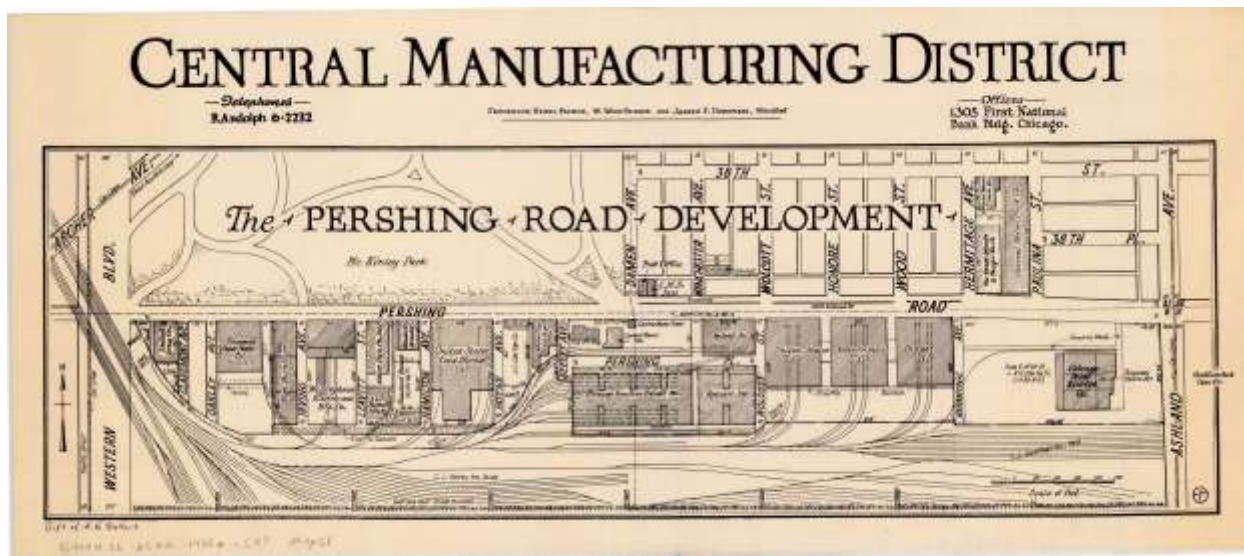
The Central Manufacturing District: Pershing
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4 of 13.

Description: Map of Pershing Road Development Historic District, ca. 1930.

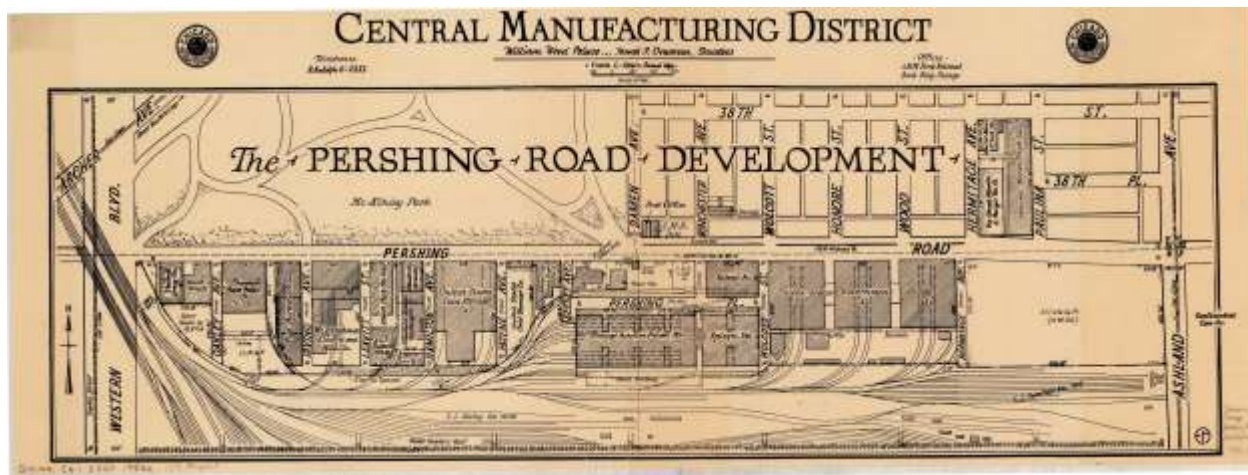


5 of 13.

Description: Map of Pershing Road Development Historic District, ca. 1930.

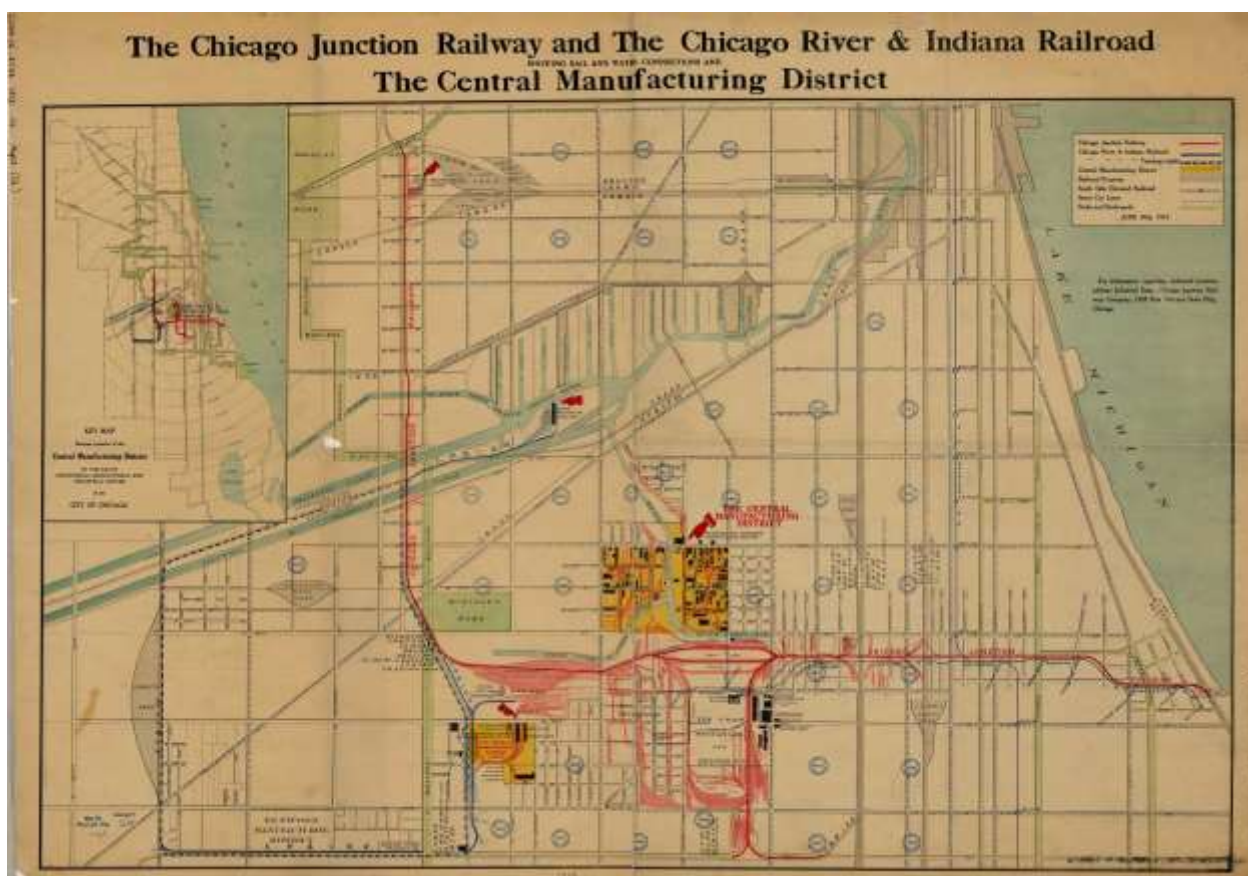
The Central Manufacturing District: Pershing
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6 of 13.

Description: Map of Pershing Road Development Historic District, 1950.



7 of 13.

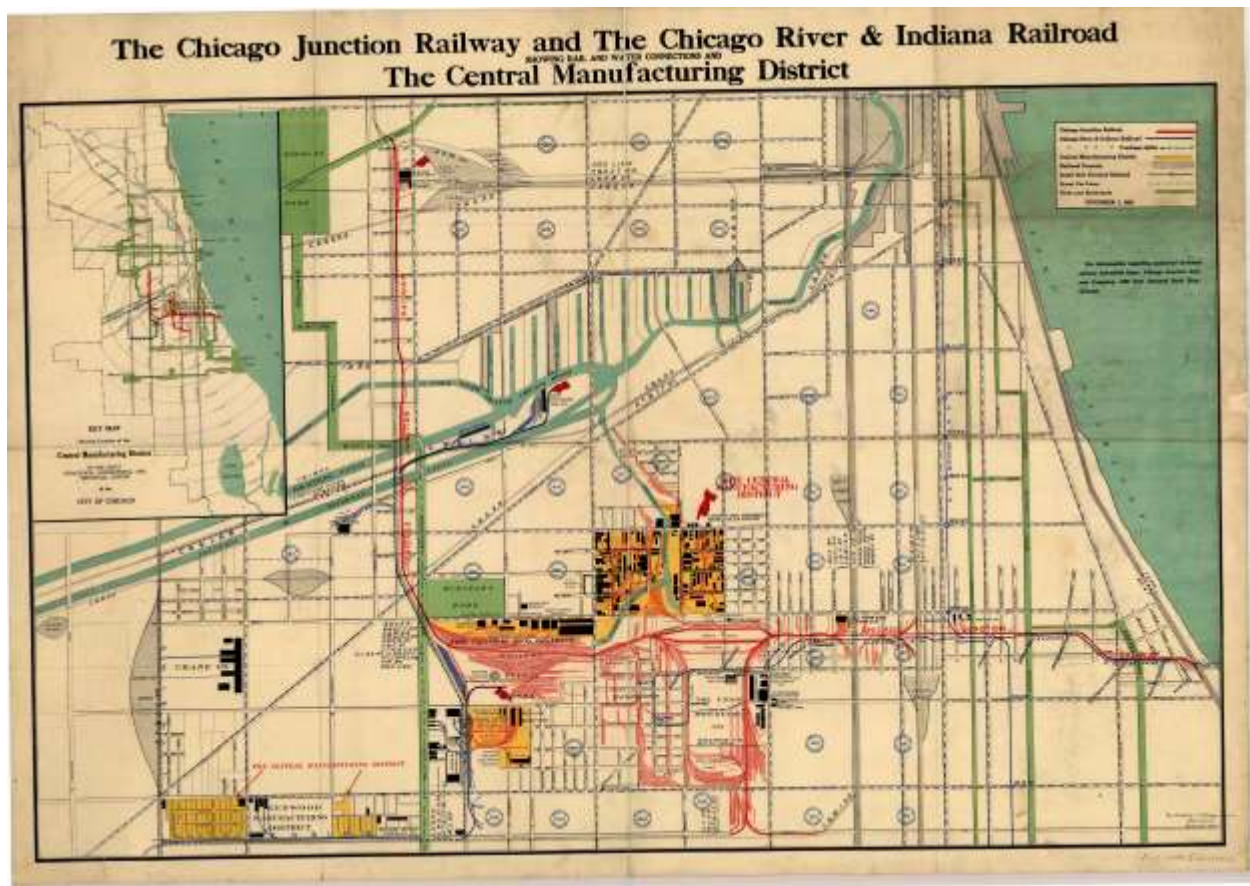
Description: Map of Central Manufacturing District Development, 1912.

The Central Manufacturing District: Pershing
Road Development Historic District

Name of Property

Cook County, Illinois

County and State

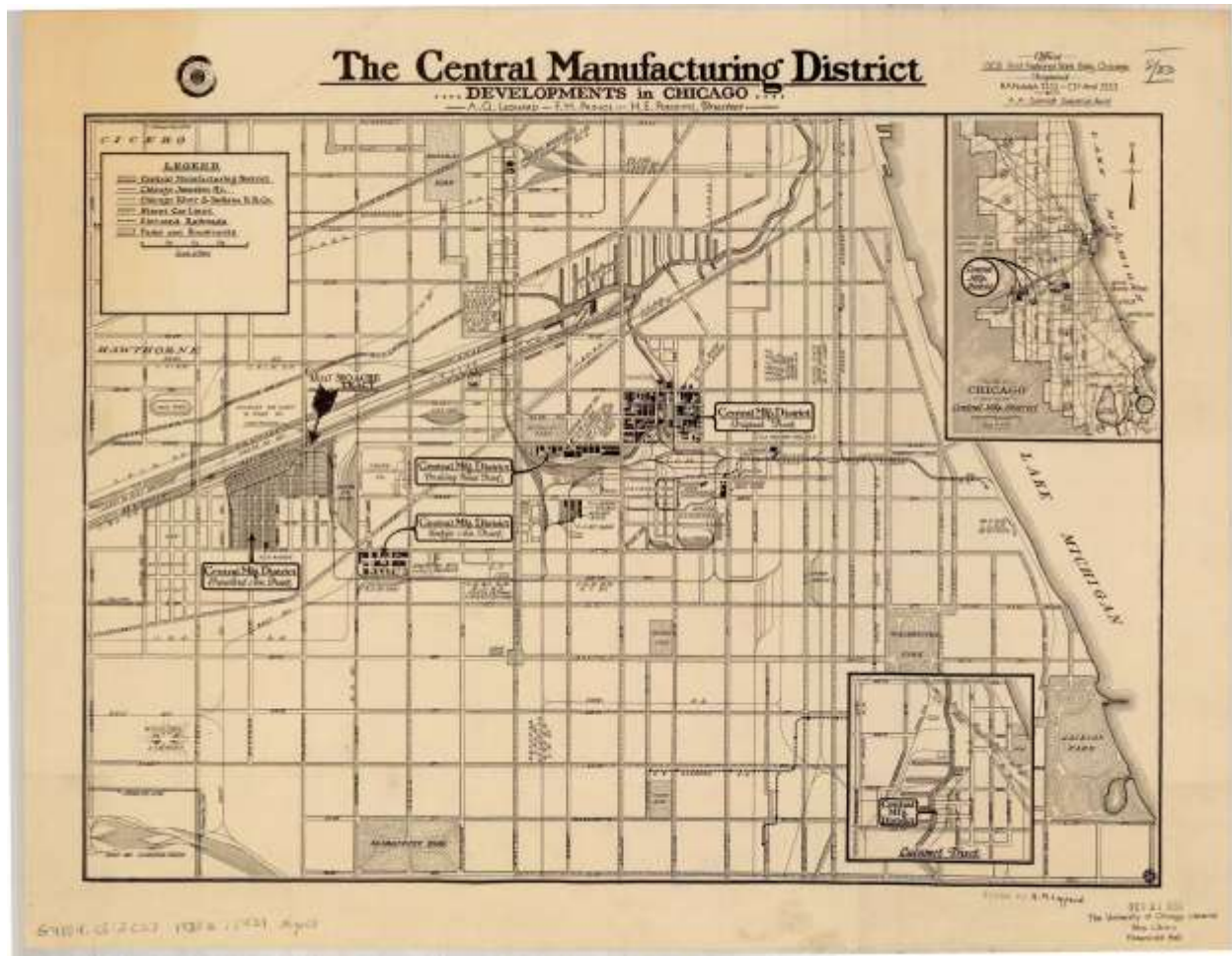


8 of 13.

Description: Map of Central Manufacturing District Development, 1920.

The Central Manufacturing District: Pershing
Road Development Historic District
Name of Property

Cook County, Illinois
County and State

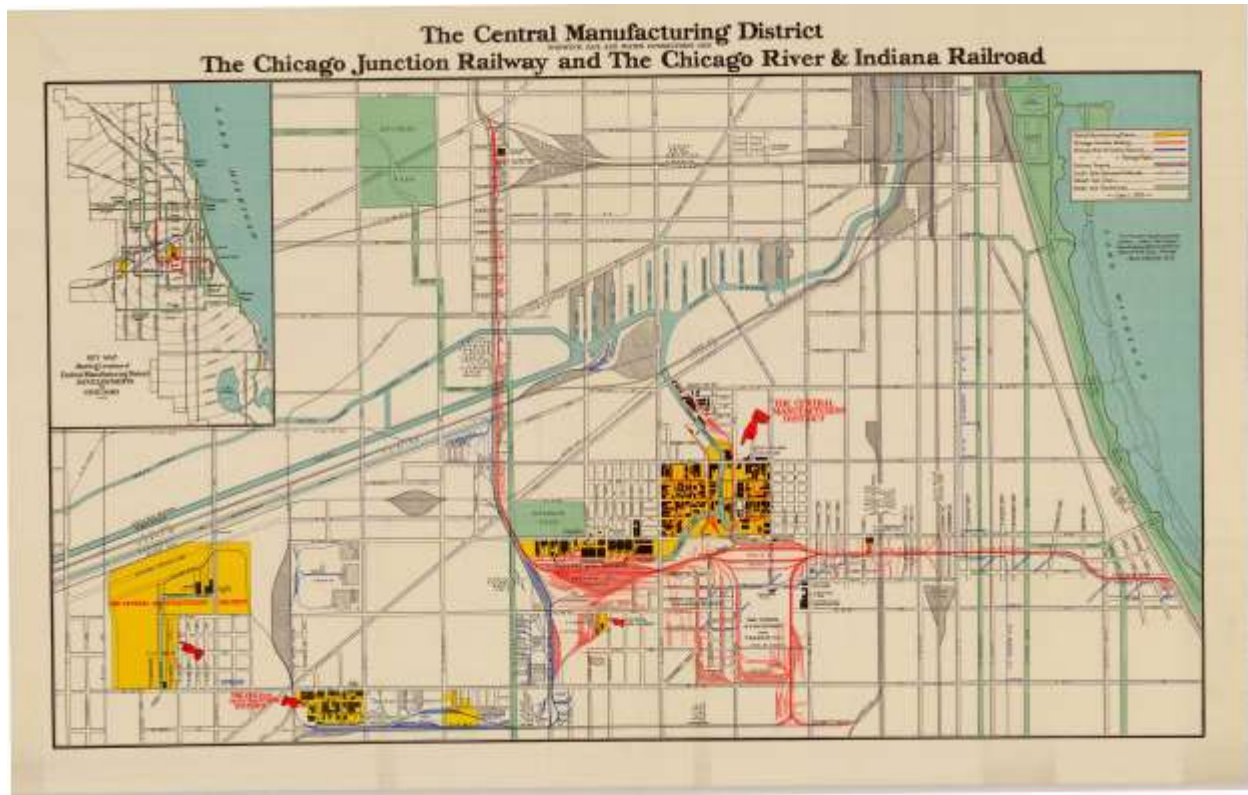


9 of 13.

Description: Map of Central Manufacturing District Development, ca. 1933.

The Central Manufacturing District: Pershing
Road Development Historic District
Name of Property

Cook County, Illinois
County and State

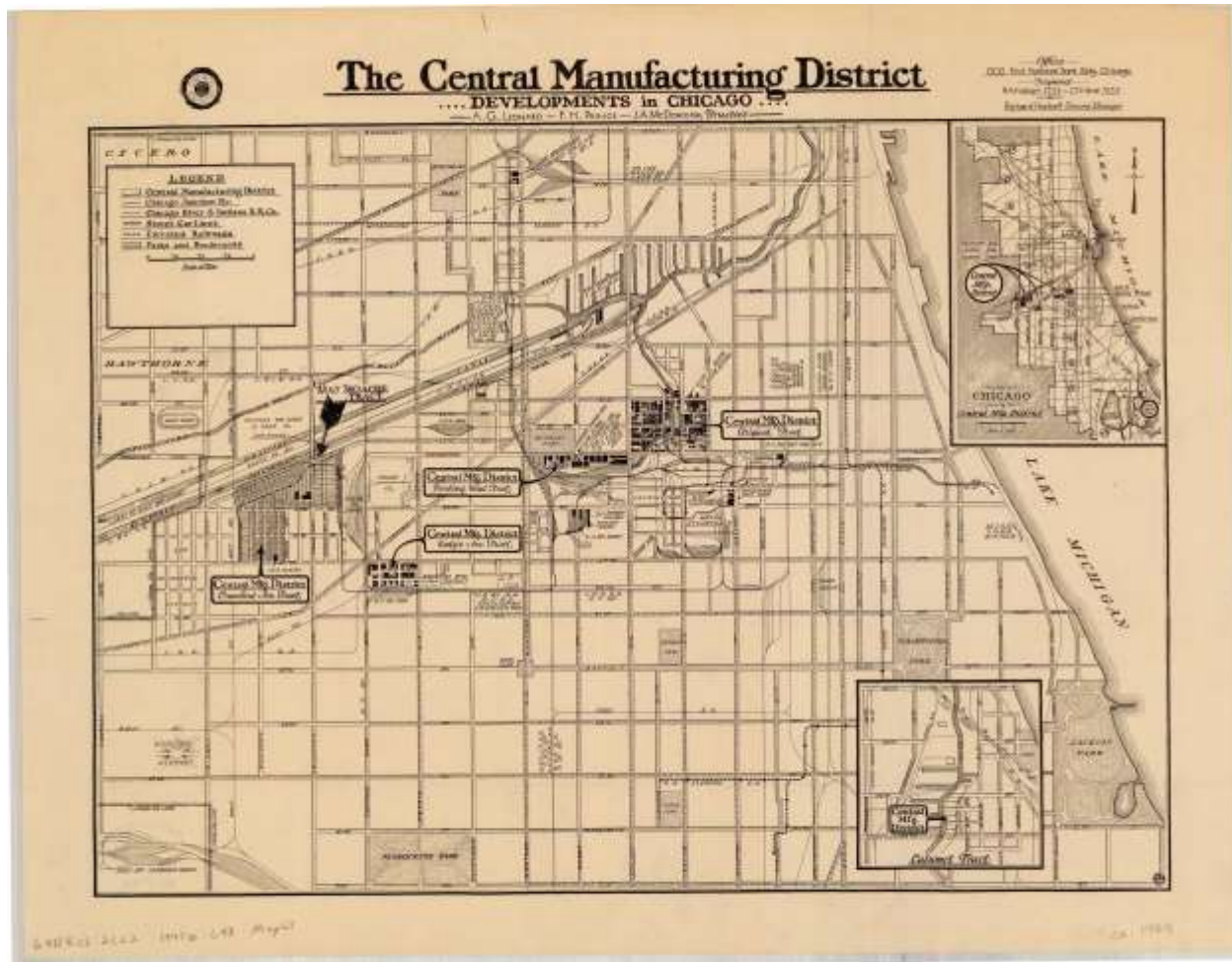


10 of 13.

Description: Map of Central Manufacturing District Development, 1937.

The Central Manufacturing District: Pershing
Road Development Historic District
Name of Property

Cook County, Illinois
County and State

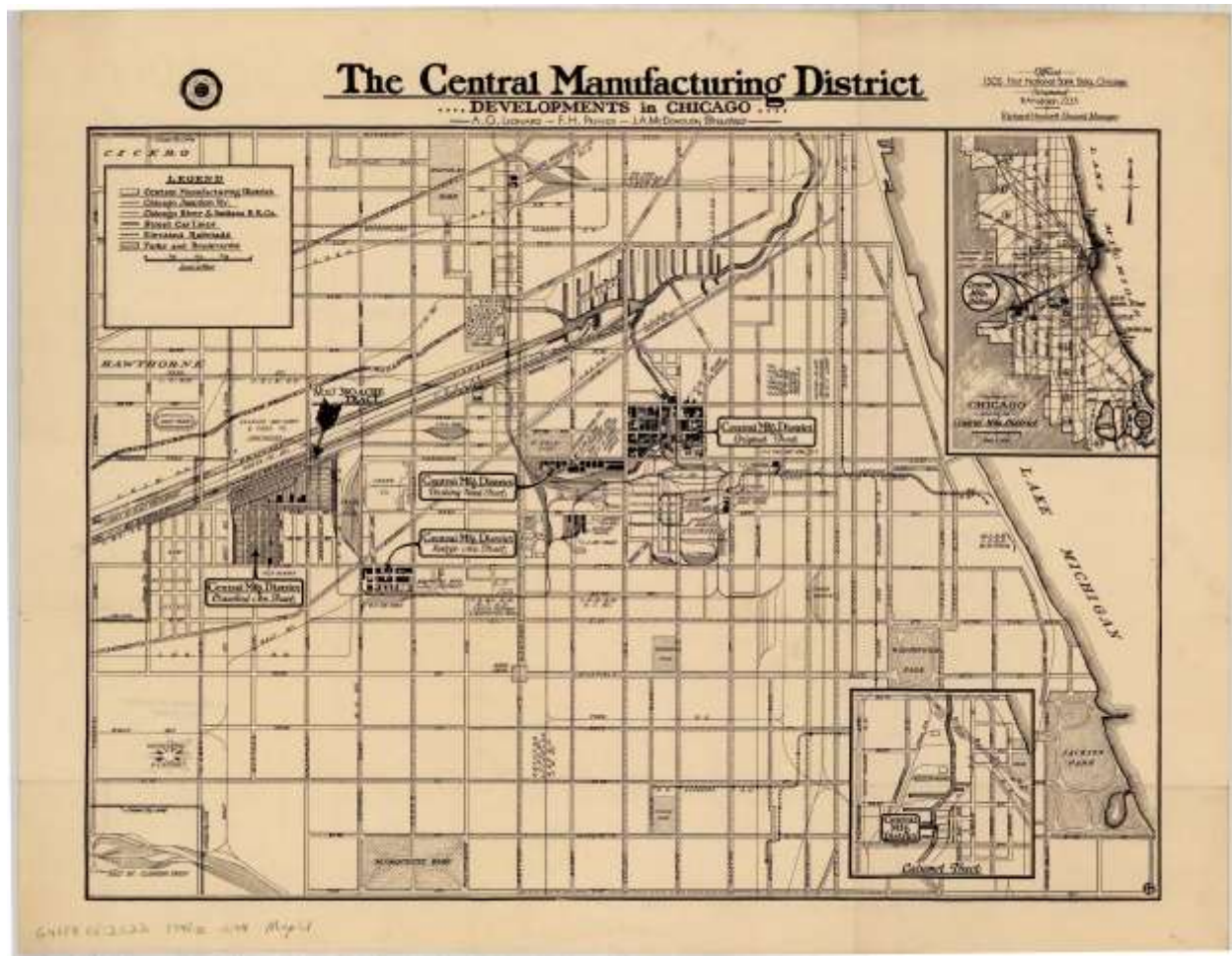


11 of 13.

Description: Map of Central Manufacturing District Development, ca. 1939.

The Central Manufacturing District: Pershing
Road Development Historic District
Name of Property

Cook County, Illinois
County and State

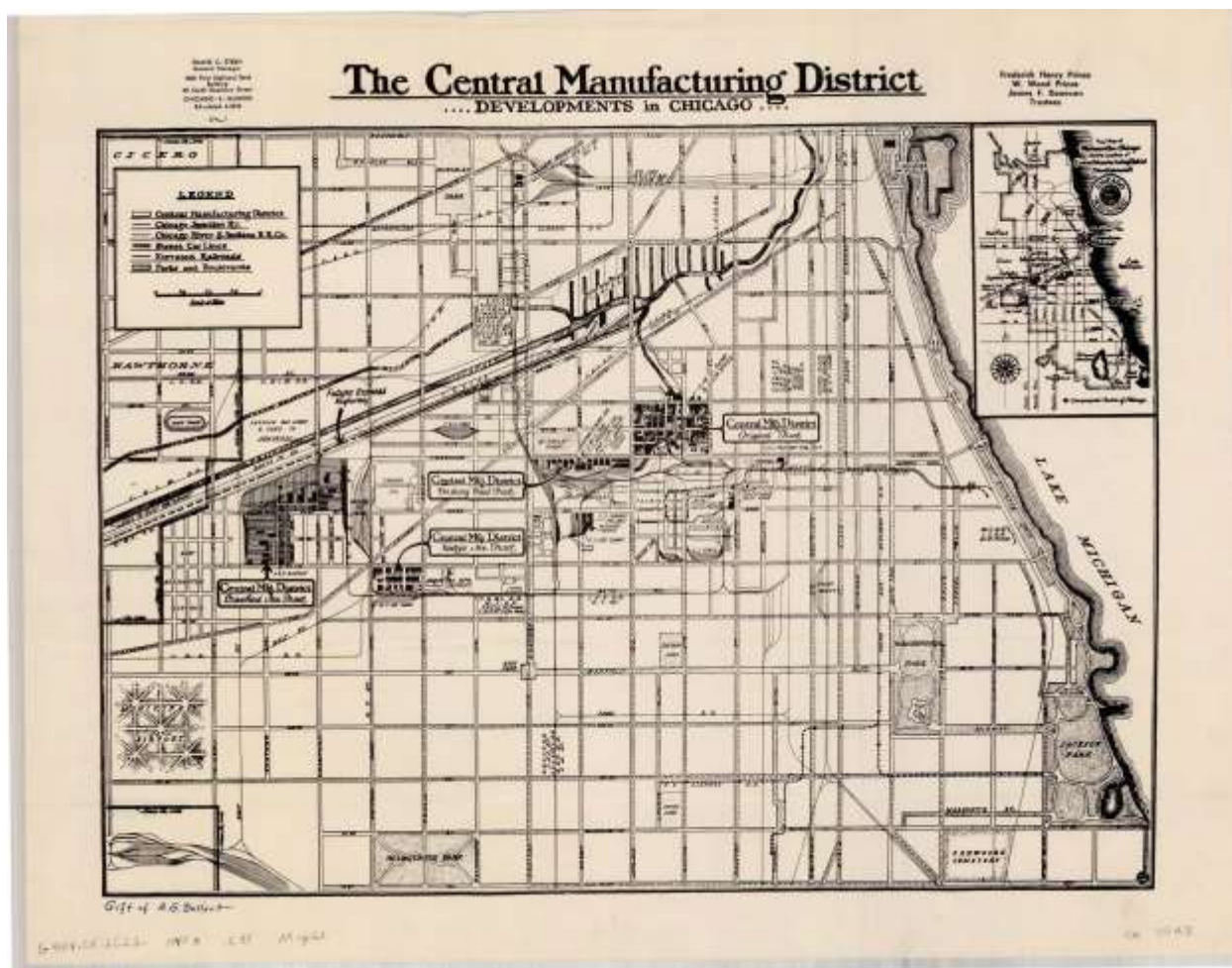


12 of 13.

Description: Map of Central Manufacturing District Development, ca. 1940.

The Central Manufacturing District: Pershing
Road Development Historic District
Name of Property

Cook County, Illinois
County and State



13 of 13.

Description: Map of Central Manufacturing District Development, ca. 1942.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.